

BookletChartTM

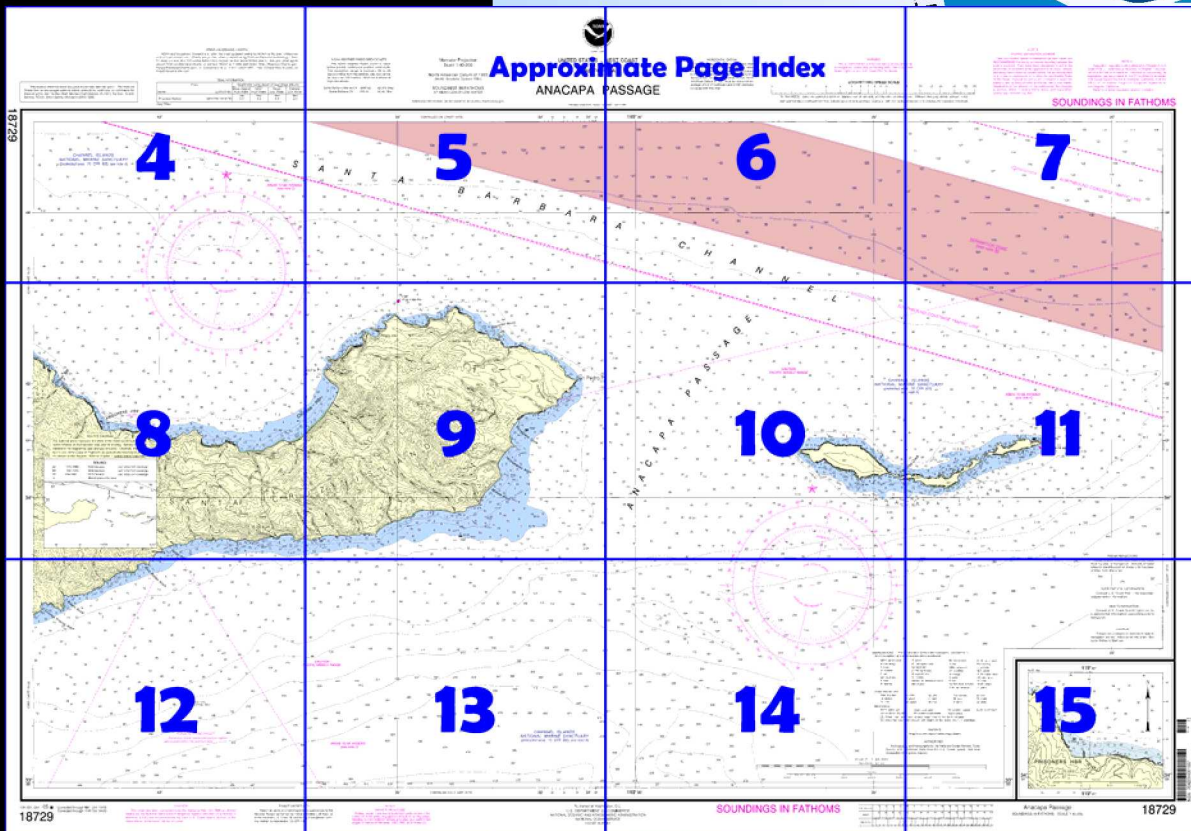
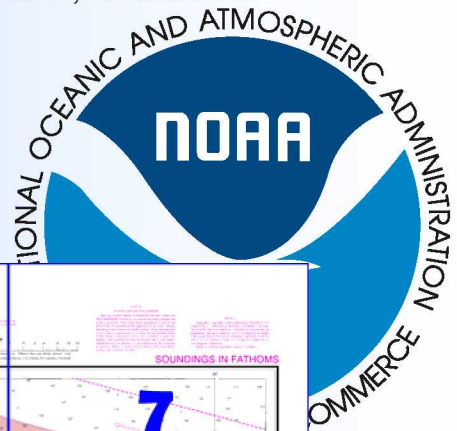
Anacapa Passage

(NOAA Chart 18729)

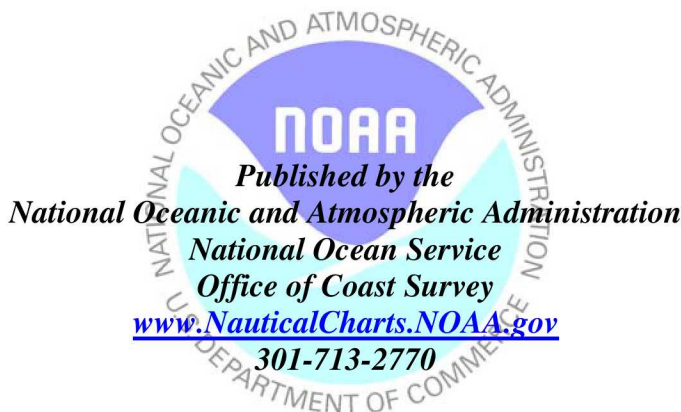


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

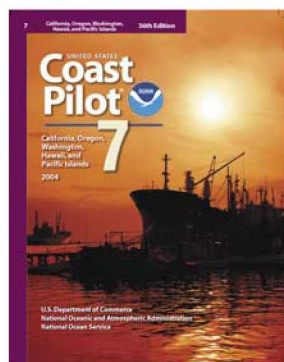
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 5 excerpts]

(90) **Anacapa Island**, 11 miles SW of Point Hueneme, is the easternmost of the northern group of Channel Islands and consists of three islands separated by two very narrow openings that cannot be used as passages. The E opening is filled with rocks and is bare. The W opening is only 50 feet wide and is blocked by sand. **Anacapa Island Light** (34°00.9'N., 119°21.6'W.), 277 feet above the water, is shown from a 55-foot white cylindrical tower on the E end of the island. A fog

signal is at the light.

(91) From its E point the island extends 4.5 miles in a general W direction. The E and lowest island of the Anacapa group is 1 mile long, 0.2 mile wide, 250 feet high, and rather level on top. The middle one is 1.5 miles long, 0.2 mile wide, and 325 feet high. The W and largest

island is 2 miles long and 0.6 mile wide, and rises to a 930-foot peak. The westernmost island is visible at a distance of 35 miles in clear weather; the other two at 15 to 20 miles. The shores of Anacapa Island are perpendicular and filled with numerous caves. The E extremity terminates in 80-foot **Arch Rock**, with a 49-foot arch and a pyramidal rock just S of its E end. The island is surrounded by kelp except in a few small places.

(93) The best anchorage in SE storms is on the N side about 0.2 mile N of the center of the middle island in depths of 9 to 12 fathoms. In NW weather the best anchorage is 0.3 mile S of the E opening in depths of 8 to 12 fathoms. However, it is best for larger vessels to lie at Smugglers Cove, on the E side of Santa Cruz Island, where the bottom is not so steep-to. Small boats anchor in 5 to 7 fathoms in **East Fish Camp**, a bight about 0.4 mile SW of the E opening. About the only protection from northeasters is to anchor as close as possible in the bight immediately W of **Cat Rock**, on the S side of the W island. The National Park Service maintains a boat landing and hoist on the N side near the E extremity. Landings can also be made on either side of the island near the W opening and at East Fish Camp. In thick weather, vessels in the area should stay in 50 fathoms or more, because the island rises abruptly from deep water.

(94) **Anacapa Passage**, between Anacapa and Santa Cruz Islands, is 4 miles wide and free of dangers. It is steep-to on the Anacapa Island side and has a gradual slope to the shore of Santa Cruz Island. The passage is seldom used, and should not be attempted in thick weather as soundings give no warning of a close approach to the islands. Tide rips are strong under certain conditions of wind and current, especially during SE storms and northeasters.

(95) **Santa Cruz Island**, 17 miles WSW of Point Hueneme, is the largest of the Channel Islands. It is privately owned and permission must be obtained to land. The Nature Conservancy, a private, non-profit organization dedicated to preserving unique islands, owned almost all of Santa Cruz Island. It is considered an inholding within the National Park. Landing permits may be obtained from Santa Cruz Island Preserve, 213 Sterns Wharf, Santa Barbara, CA 93101, (Telephone 805-964-7839).

(96) The island is about 21 miles long in a W direction and has an average width of 5 miles. The highest peak, in the W part of the island, rises to 2,434 feet; in the E part the land attains an elevation of about 1,800 feet. The E part is very irregular, barren, but has a well at Smugglers Cove; the W part has a few trees, is well covered with grass, and has several springs. The shores are high, steep, and rugged, with deep water close inshore, and there is considerably less kelp than around the other islands. The reefs, extending a mile offshore on the S coast at Gull Island, are the only outlying dangers.

(97) **San Pedro Point** is the E extremity of the island. There is a small-boat landing in **Scorpion Anchorage**, a shallow bight 1.8 miles NW of San Pedro Point; it consists of a cribbed area with a float and gangway at the end of the roadway. Several large buildings are along the roadway. Large clumps of trees are near the houses.

(98) **Chinese Harbor**, in the E part of the broad bight on the N shore, 4.5 miles W of San Pedro Point, affords anchorage in the kelp in 5 to 6 fathoms. The NE part of the harbor is an excellent anchorage in SE to SW weather in 9 to 10 fathoms. This harbor affords the best shelter on the island from NE winds.

(99) **Prisoners Harbor**, in the W part of the bight on the N shore 8 miles W of San Pedro Point, affords shelter from all winds except from NE to W. Some protection from NW weather is afforded by the kelp, but a heavy swell rolls in. In NE weather the anchorage is unprotected and dangerous. A wharf with 16 feet at its face is in the harbor. There are buildings back of the wharf. The best anchorage is in 12 to 15 fathoms, sandy bottom, abreast a white rock on the W shore of the bight, and the outer end of the wharf in range with the buildings at the inner end.

(100) **Pelican Bay**, a small indentation in the N shore of Santa Cruz Island, 1 mile WNW of Prisoners Harbor, is used as a yacht anchorage during the summer. In NW weather small boats anchor close to the cliff that forms the W shore of the bay.

Table of Selected Chart Notes

Corrected through NM Oct. 15/05
Corrected through LNM Oct. 04/05

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.012' northward and 3.446' westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Santa Barbara Marine,CA WWF-62 162.475 MHz
Santa Barbara,CA KIH-34 162.40 MHz

and in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the regulations governing the Marine Protected Areas located within the Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922. A full description of the state regulations governing the Marine Protected Areas within Channel Islands National Marine Sanctuary boundaries may be found in the California Code of Regulations (CCR), section 892.

NOTE C

AREAS TO BE AVOIDED

All ships, except those bound to and from ports on one of the islands within the areas, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas. (MSC, IMO 59/33 Annex 21).

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

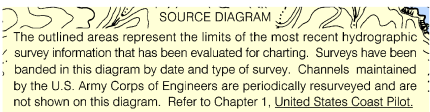
NOTE B

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes, and separation zones use extreme caution.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, National Geospatial-Intelligence Agency.



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)				
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Prisoners Harbor (34°01'N/119°41'W)	feet	feet	feet	feet	feet
	5.0	4.3	0.9	-2.5	

(Aug 2005)

18729

PRINT-ON-DEMAND CHARTS

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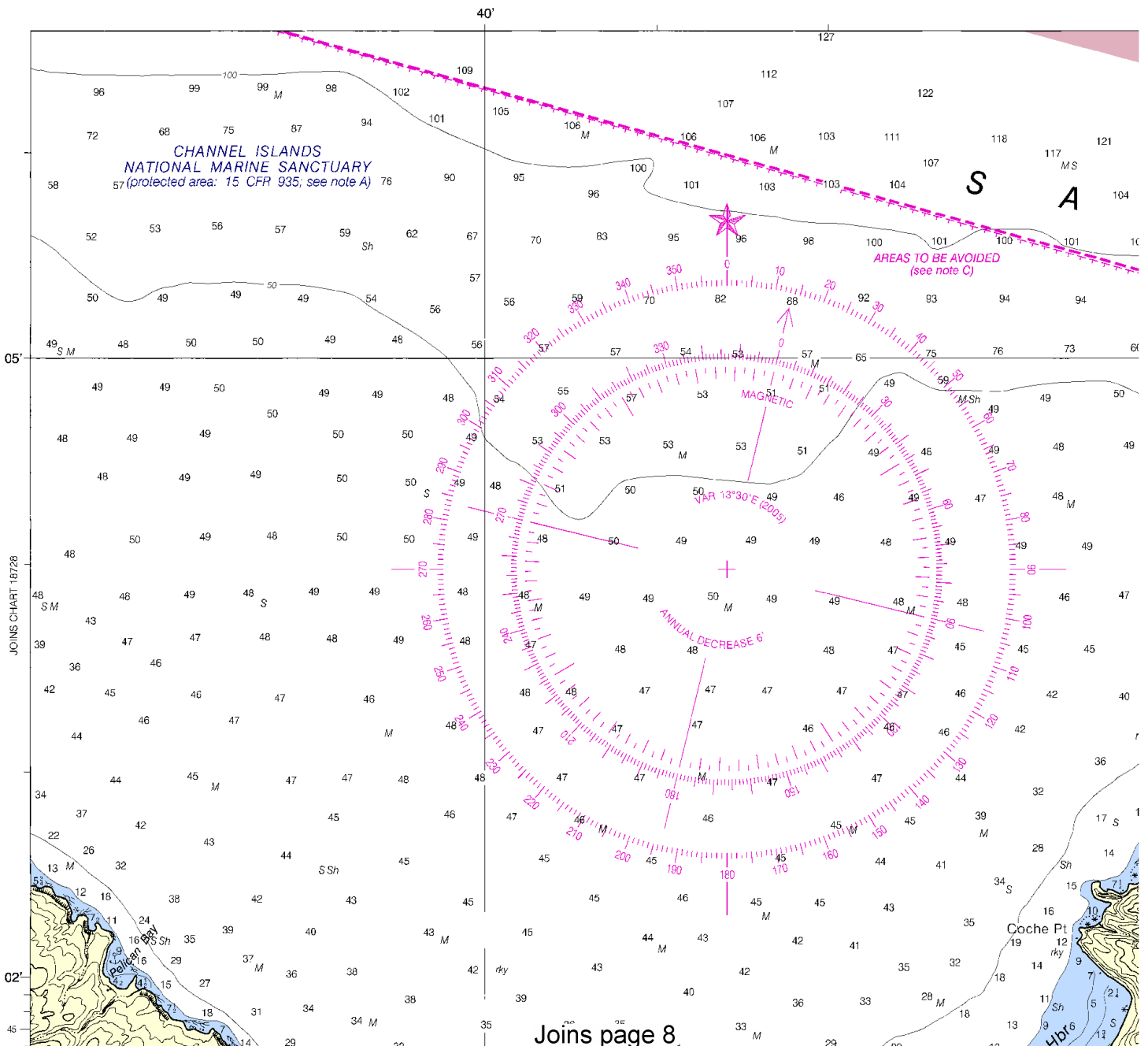
Santa Barbar
Santa Be

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Prisoners Harbor	(34°01'N/119°41'W)	feet 5.0	feet 4.3	feet 0.9	feet -2.5

(Aug 2005)



4



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





NOAA WEATHER RADIO BROADCASTS
NOAA Weather Radio stations listed
provide continuous weather broadcasts.
ception range is typically 20 to 40
miles from the antenna site, but can be
as high as 100 nautical miles for stations at
elevations.

Marine, CA WWF-62 162.475 MHz
Barbara, CA KIH-34 162.40 MHz

Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

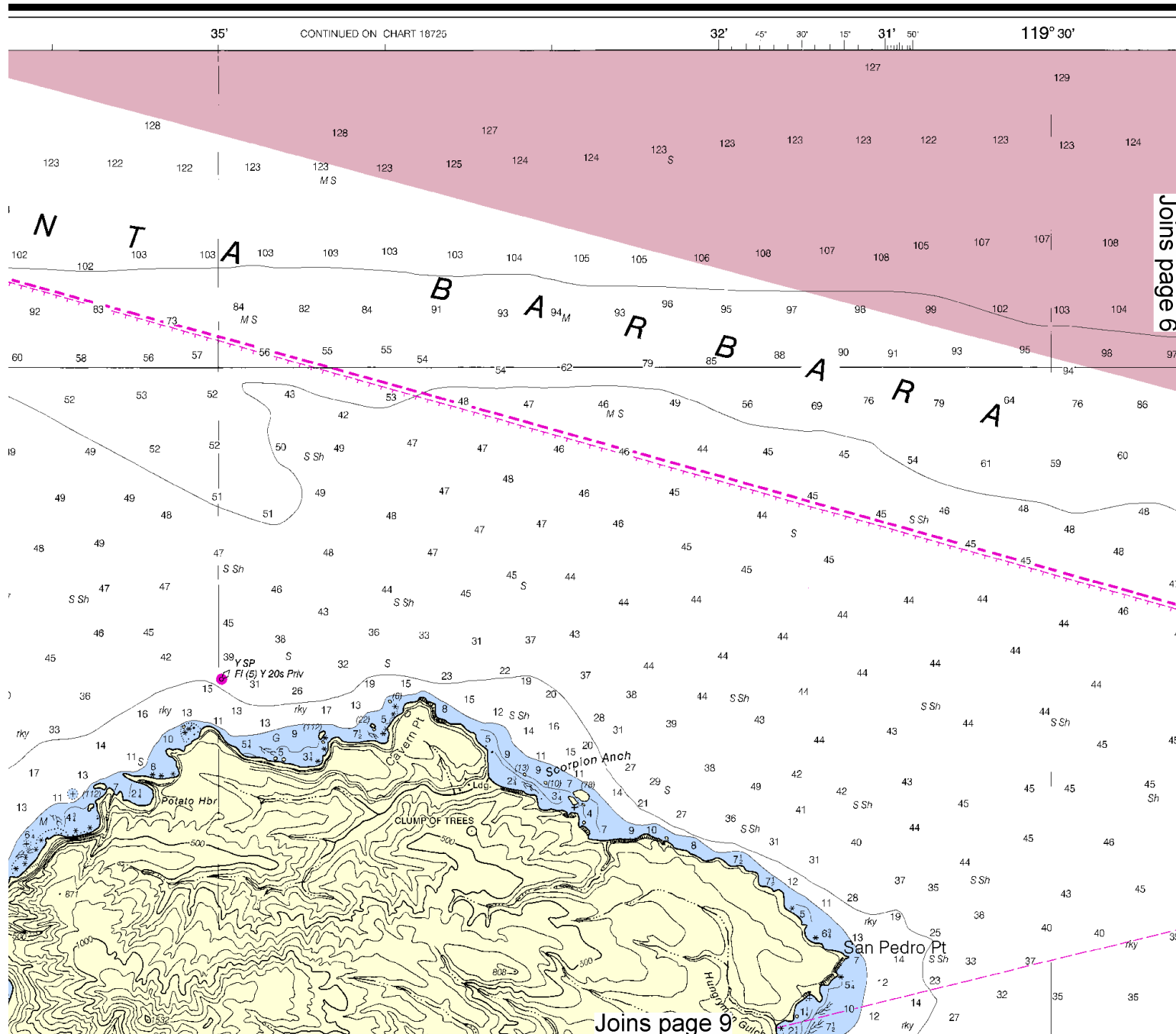
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

UNITED STATES – WEST COAST
CALIFORNIA

ANACAPA PASSAGE

Additional information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 5114, 1st Ed., Feb. 1937 KAPP 1891



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

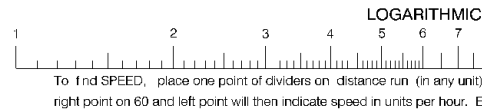


UNITED STATES – WEST COAST
CALIFORNIA

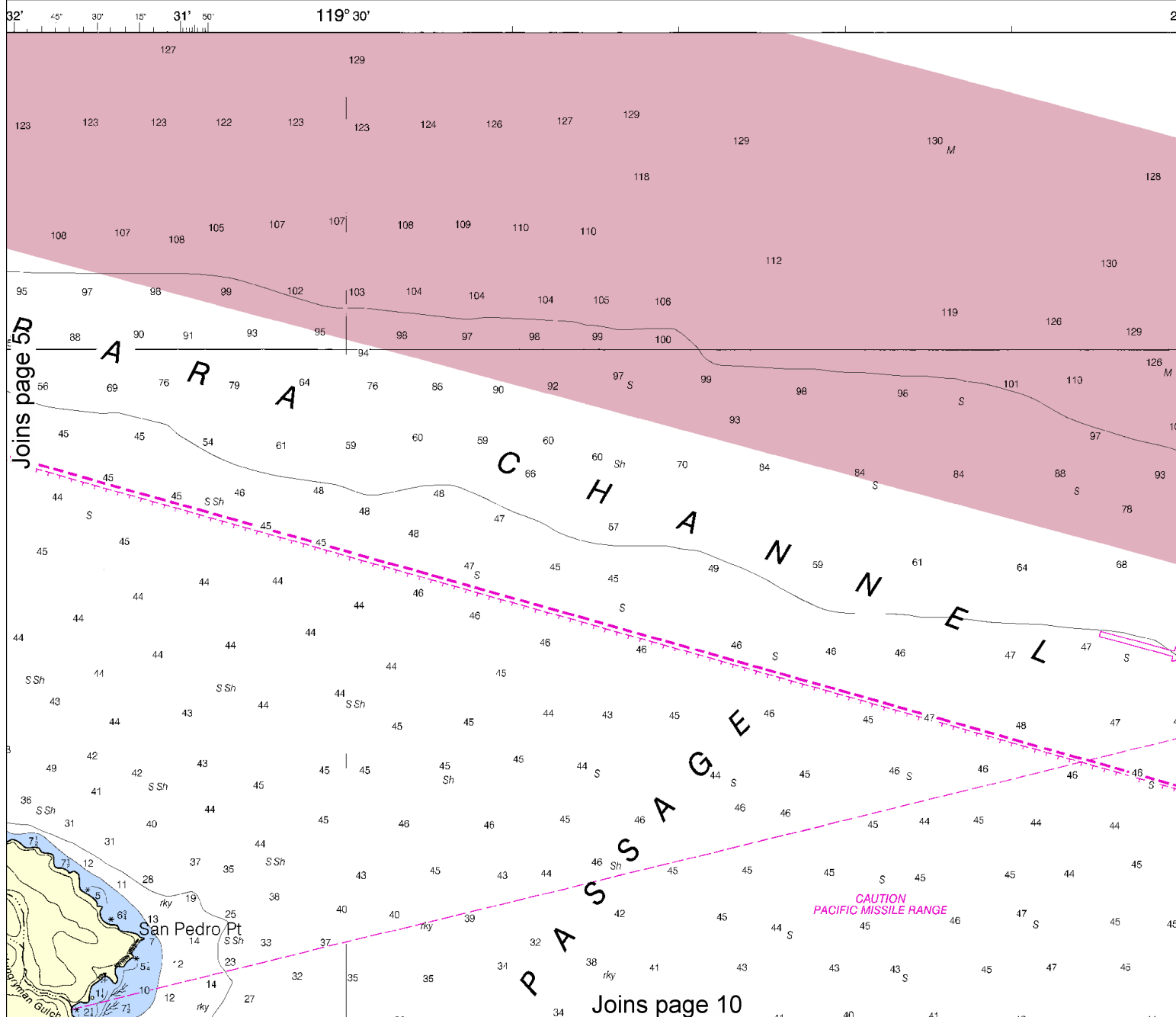
ANACAPA PASSAGE

Formerly C&GS 5114, 1st Ed., Feb. 1937 KAPP 1891

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**NATIONAL MARINE
& MARINE PRC**
National Marine Sanctuaries are protected areas containing sensitive and diverse natural and cultural resources. They are sensitive to environmental damage such as discharges and groundings. Exercise particular care when transiting these areas. Regulations may be found in 15 CFR 922 and in the U.S. Code of Federal Regulations governing the Marine Mammals Protection Act, 16 U.S.C. 1361, and the Islands National Marine Sanctuary, 16 U.S.C. 1361. A full description of the state re Areas located within Channel Islands National Marine Sanctuary is found in Title 14 California Code of Regulations.



6



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



PROTECTED AREAS

|C SPEED SCALE



Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are **RECOMMENDED** for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes, and separation zones use extreme caution.

NOTE A

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Refer to charted regulation section numbers.

25'

20'

104

111

117

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123

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127

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CHANNAL ISLANDS
NATIONAL MARINE SANCTUARY
(protected area: 15 CFR 935; see note A)

SEPARATION ZONE
(see note B)

NORTHBOUND COASTWISE TRAFFIC LANE

SOUTHBOUND COASTWISE TRAFFIC LANE

AREAS TO BE AVOIDED
(see note C)

Joins page 11

Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

7

Joins page 4

JOINS CHART 18728

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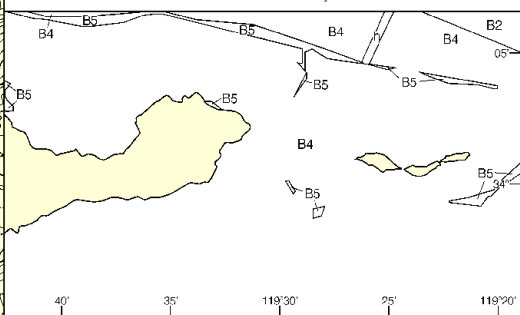
01'

34°

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
h		Miscellaneous Surveys	



Joins page 12

Printed at reduced scale.

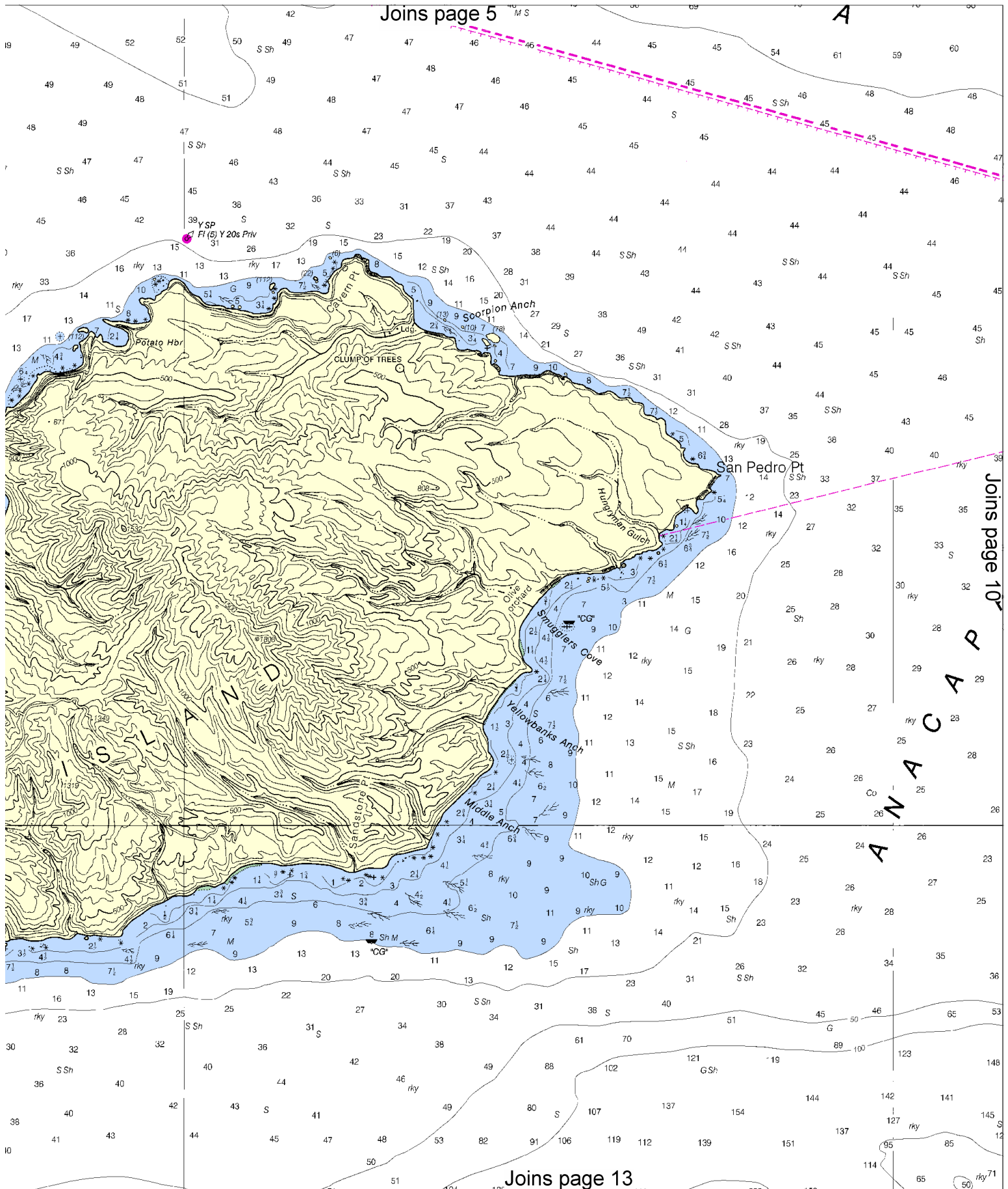
SCALE 1:40,000
Nautical Miles

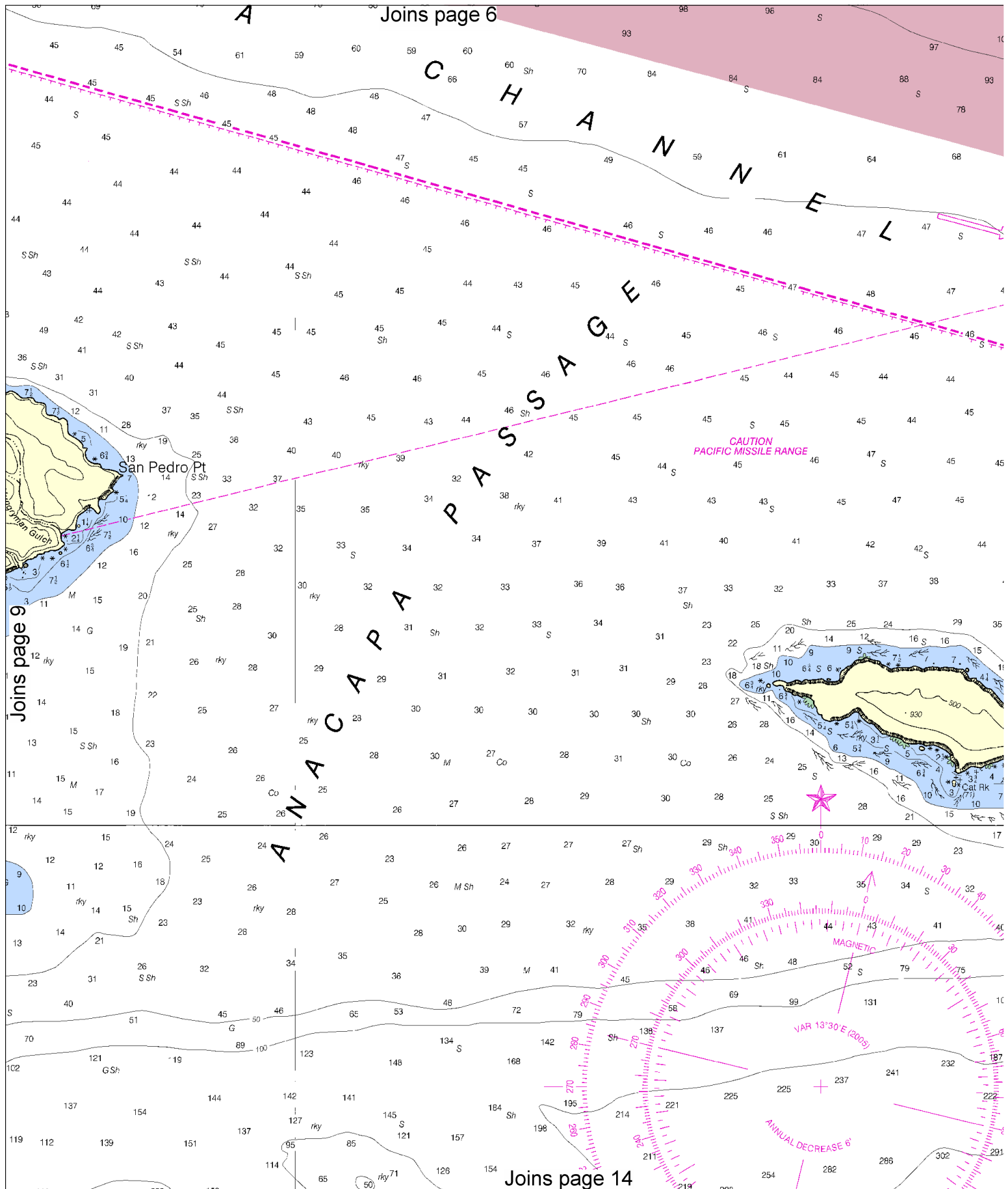
See Note on page 5.



8

North





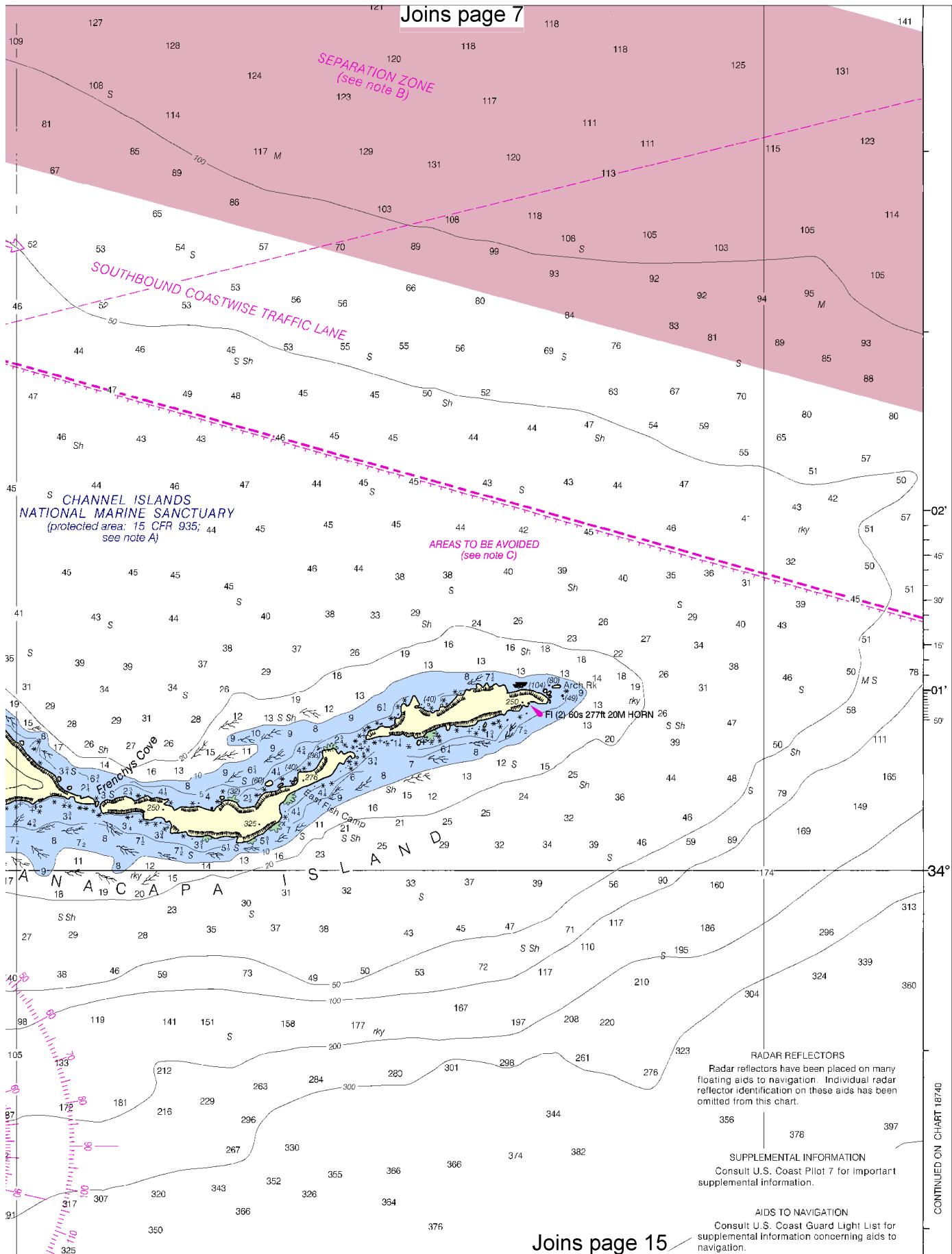
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 7

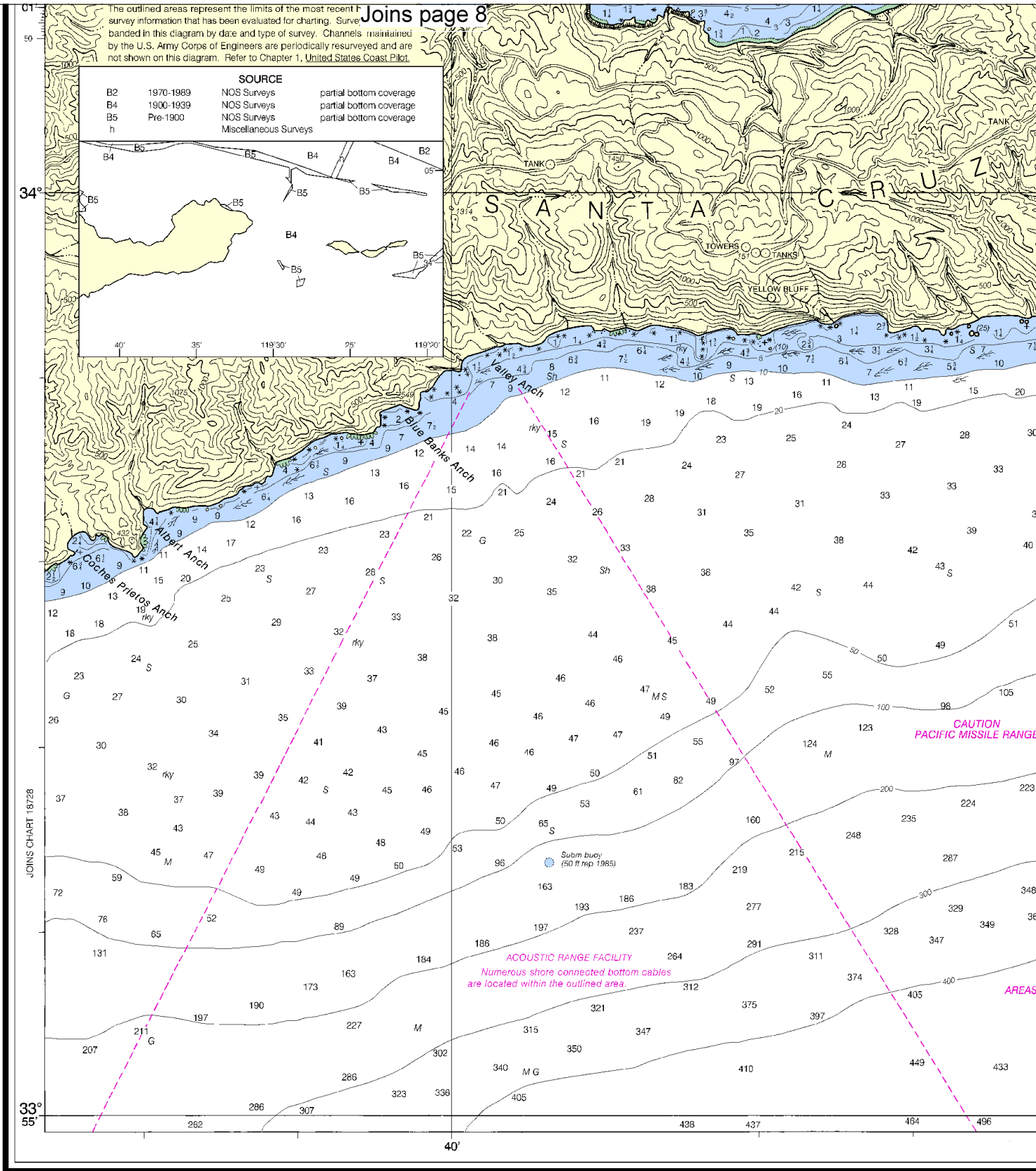


CONTINUED ON CHART 16740

Joins page 15

The outlined areas represent the limits of the most recent F-1 survey information that has been evaluated for charting. Survey bands in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage
h		Miscellaneous Surveys	



13th Ed., Oct. /05 ■ Corrected through NM Oct. 15/05
Corrected through LNM Oct. 04/05

18729

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POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

12

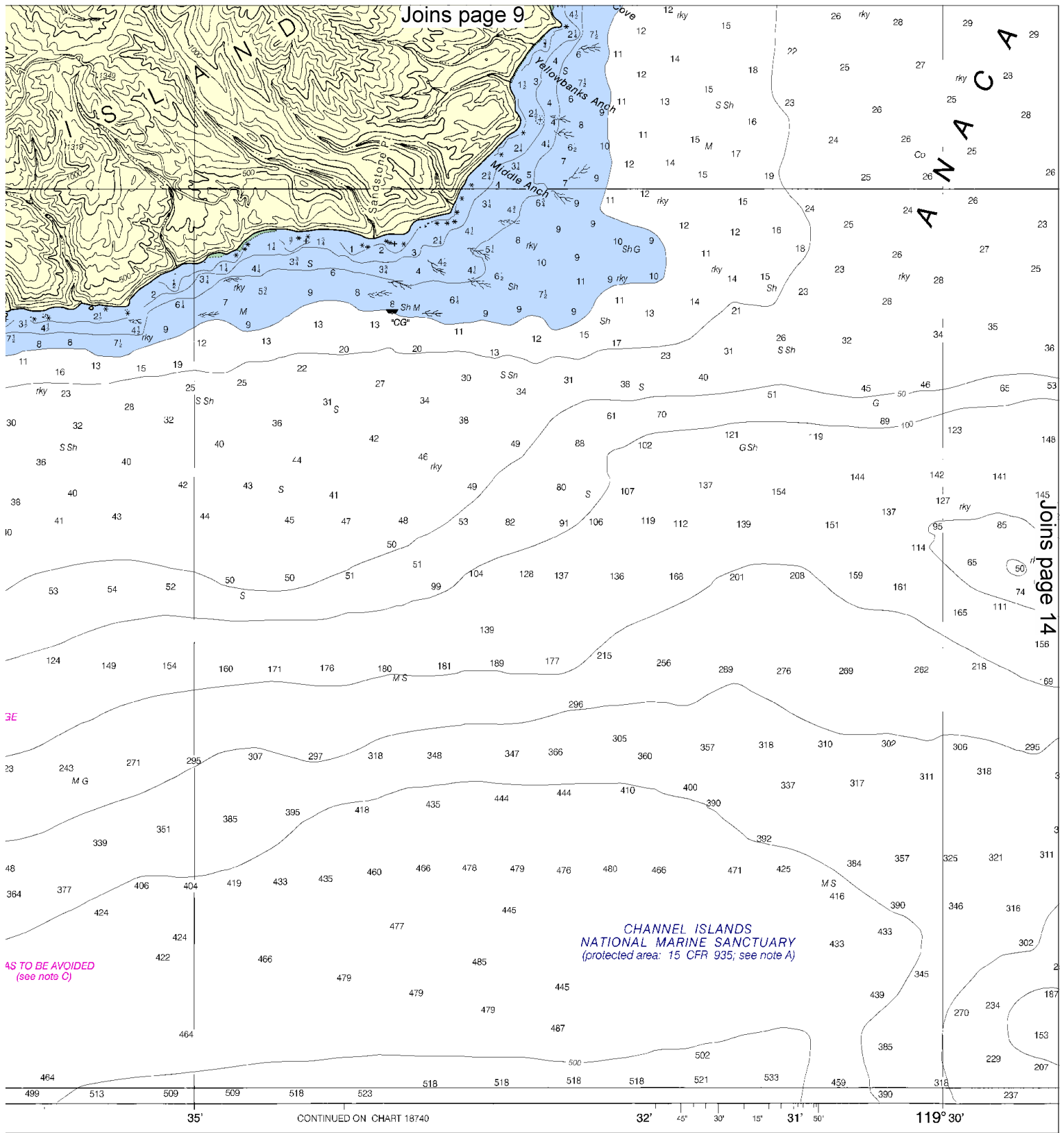


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





NOTE C
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All ships, except those bound to and from ports on one of the islands within the areas, engaged in the trade of carrying cargo, including, but not limited to, tankers and other bulk carriers and barges, should avoid the areas. (MSC, IMO 59/33 Annex 21).

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

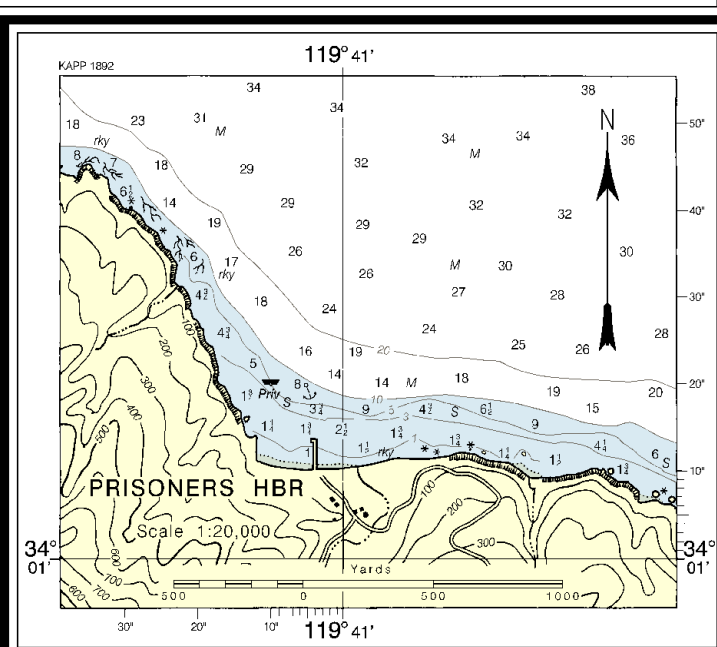
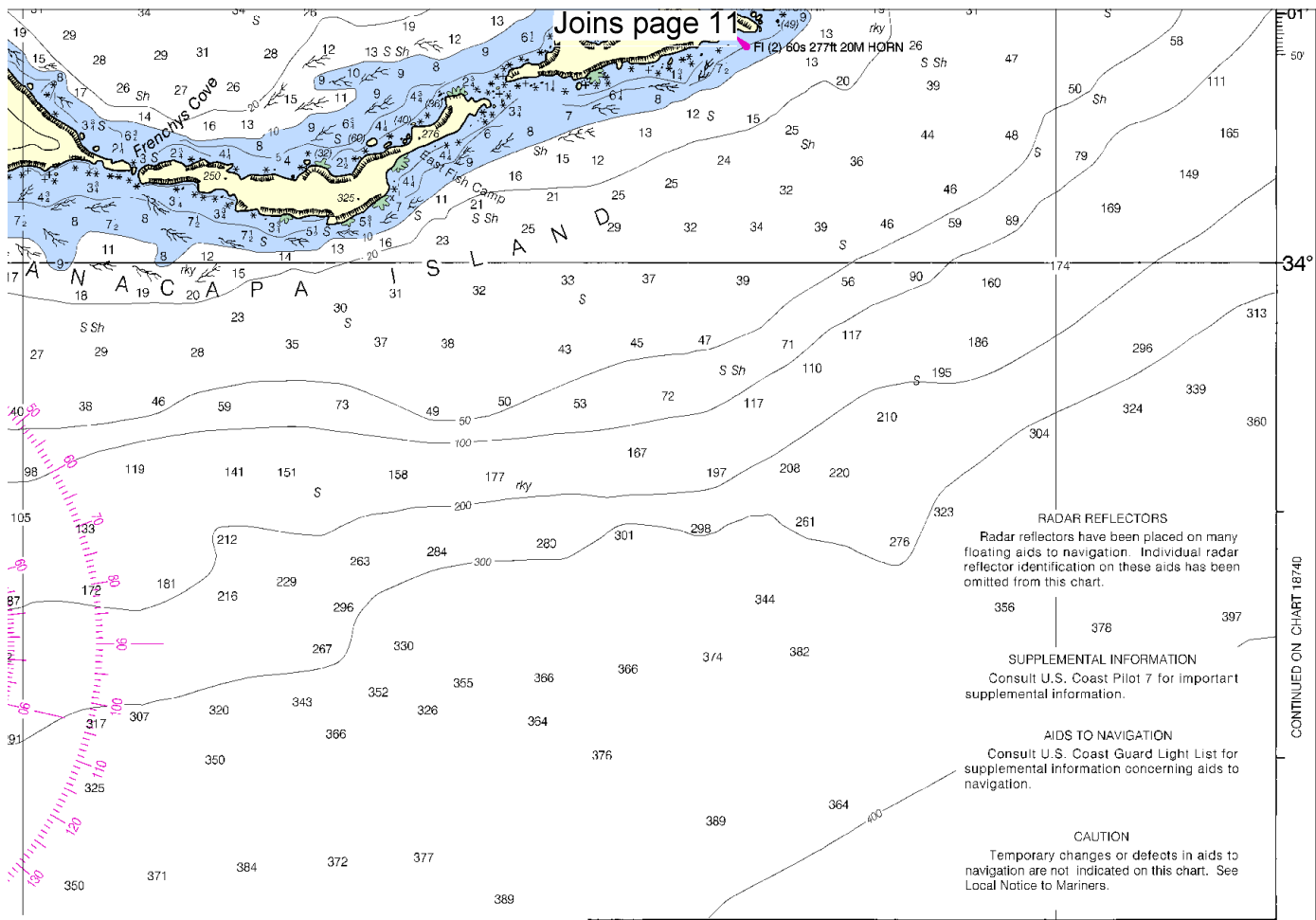
14



SCALE 1:40,000
Nautical Miles

See Note on page 5.





ED. NO. 13



NSN 7642014011597
NSA REFERENCE NO. 188HA18729

Anacapa Passage
SOUNDINGS IN FATHOMS - SCALE 1:40,000

18729

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 510-437-3700

Coast Guard Los Angeles/Long Beach – 310-732-2030

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENC[®]s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC[®]s comply with standards of the International Hydrographic Organization. ENC[®]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNC[™]s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC[™]s comply with standards of the International Hydrographic Organization. RNC[™]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

